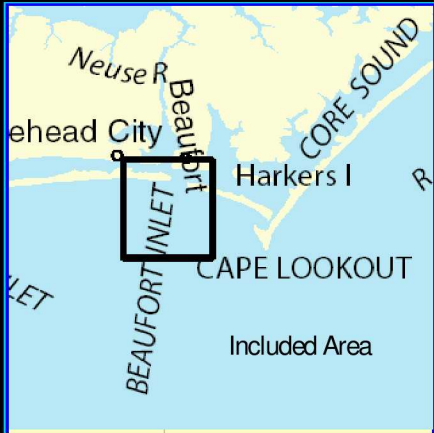


BookletChartTM

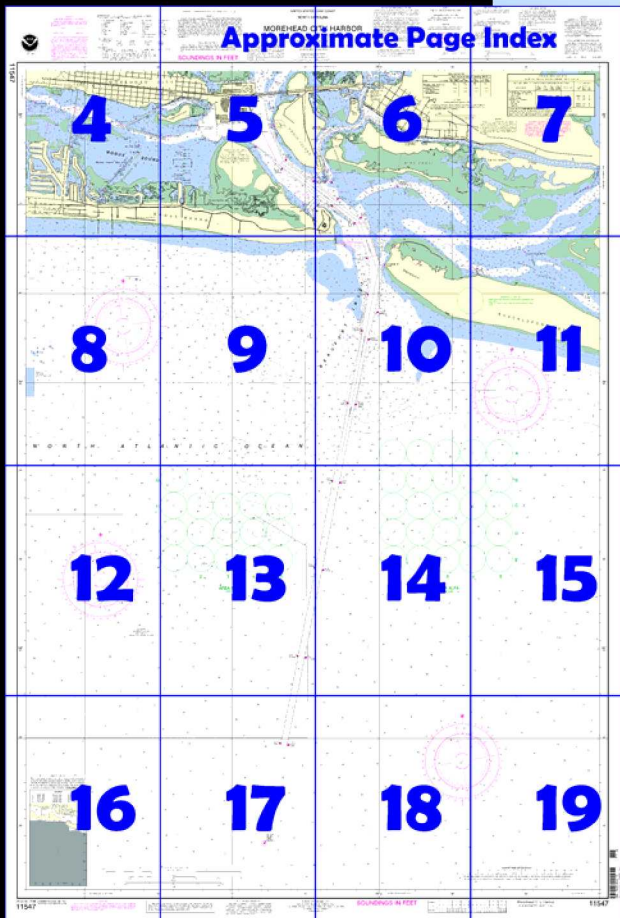
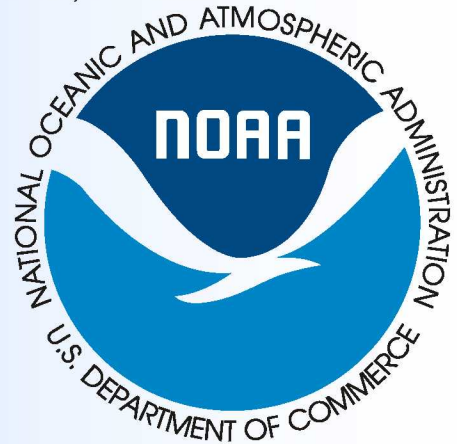
Morehead City Harbor

(NOAA Chart 11547)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

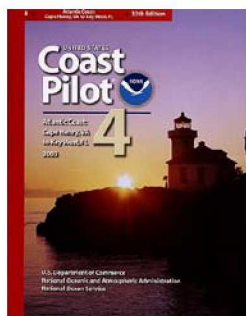
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 5 excerpts]

(14) Beaufort Inlet is 220 miles southwest of the Chesapeake Bay entrance and the same distance northeast of Charleston. It is the approach to **Morehead City Harbor**, the most important harbor between Cape Henry and the Cape Fear River.

(15) **Morehead City** is a modern resort city, with marine, shopping, and service facilities, and hotels, motels, and restaurants.

(18) **Fort Macon State Park** is on the west side of Beaufort Inlet. The Fort Macon Coast

Guard Base is close westward of the fort on **Fort Macon Creek**.

(20) A Federal project provides a channel 47 feet deep over the ocean bar at Beaufort Inlet, thence 42 feet to a turning basin off the North Carolina State Ports Authority Terminal at Morehead City with 40 feet in the turning basin's east leg and 35 feet in the west leg; thence a 12-foot channel and turning basin westward along the Morehead City waterfront

to Tenth Street; thence a 6-foot channel to the Intracoastal Waterway in Bogue Sound. The entrance and main channels and Beaufort Inlet are subject to continual change. Lighted ranges and lighted buoys mark the main channel. Lights, buoys, and daybeacons mark the minor channels.

(22) **Cape Lookout Shoals** are the principal danger in the approach to Beaufort Inlet. Discontinued spoil areas are on both sides of the approach and a spoil area is northward of the one on the west side. Lesser depths than charted may exist in these areas; caution is advised. A fish haven is about 3.8 miles west-northwestward of the sea buoy.

(24) Tidal currents along Beaufort Inlet Channel attain velocities of up to 2 knots. They usually set along the channels, but, at the entrance to Morehead City Channel, they usually set across the channel.

(25) Heavy swells build up in Beaufort Inlet Channel with northerly or southerly winds, making boating hazardous. Tidal conditions are hazardous near the causeway north of the Ports Authority Terminal. It was reported that the current will attain 4 to 5 knots off the southwest corner of the Ports Authority Terminal, and whirlpools will develop off the southeast corner at maximum tides.

(30) The southerly exposure of Cherry Point/Morehead City makes it vulnerable to the destructive winds and tides of hurricanes.

(31) The exposure to the winds and tides of tropical cyclones makes Morehead City unsuitable as a hurricane haven for small craft. Small recreational craft should be removed from the water and secured in a sheltered location ashore when a "Hurricane Watch" is issued.

(32) **Pelletier** and **Spooners Creeks** are bounded by good piling, and the nearby woodland offers protection from destructive winds. Damage is more likely from a storm surge, which may be associated with seas overtopping Bogue Banks. Furthermore, development along Bogue Banks presents the possibility that approaches to these creeks via the Intracoastal Waterway will be blocked with debris for a considerable period after a hurricane. For these reasons, many craft prefer to secure to trees long the Adams Creek Canal section of the Intracoastal Waterway just south of the Core Creek highway bridge.

(41) The port of Morehead City is administered by the North Carolina State Ports Authority, which is represented by the manager of the North Carolina Ports Authority Terminal. The manager's office is at the terminal.

(57) Most small-craft facilities are along the southern waterfront of Morehead City. A yacht basin is on the north side of the city, off the North Carolina Ports Authority Terminal. Other small-craft facilities are at nearby Beaufort and Radio Island, and westward of the city along the Intracoastal Waterway.

(58) Restaurants and living accommodations are along the Morehead City waterfront.

(60) **Beaufort** has fishing and boatbuilding activity. It is reached from Beaufort Inlet through Beaufort Channel and from the Intracoastal Waterway through Gallants Channel.

(61) A Federal project provides for channel depths of 15 feet in **Beaufort Channel**, 12 feet in **Gallants Channel** from the Intracoastal Waterway to the first turn north of Town Creek, thence 15 feet to the junction with Beaufort Channel, and thence 15 feet from the junction through a 12-foot basin in front of Beaufort, and thence through Taylor Creek to a point 0.2 mile westward to Lenoxville Point. The channels are subject to shoaling and lesser depths may be found. The channels are marked by lights, buoys, and daybeacons. A submerged groin extends southward between the westerly edges of Beaufort Channel and the easterly row of dolphins at the southeast end of Radio Island.

(63) Beaufort is connected by a highway bridge to **Radio Island** and to Morehead City by bridges over the Intracoastal Waterway. Minimum clearance is 4 feet for the bridges over Gallants Channel.

(64) Most of the facilities are along the southwest waterfront of Beaufort. There are also facilities near the northern end of Radio Island.

Table of Selected Chart Notes

Corrected through NM Aug. 18/07
Corrected through LNM Aug. 7/07

INTRACOASTAL WATERWAY
Use chart 11541
The project depth is 12 feet from Norfolk, VA to Cape Fear River, N.C. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat 34°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Bern, NC KEC-84 162.40 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.580" northward and 1.246" eastward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

ANCHORAGE BERTHS

Berths are for the convenience of assigning anchorages to naval ships. There are no restrictions to the use of these areas by other ships.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.



CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

56

SOURCE DIAGRAM

55

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Beaufort, Duke Marine Lab	(34°43'N/76°40'W)	3.5	3.2	0.1
Morehead City	(34°43'N/76°41'W)	3.6	3.3	0.1
Atlantic Beach	(34°42'N/76°43'W)	4.2	3.8	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jun 2007)



THE NATION'S CHARTMAKER

NOTE X

nautical mile Territorial Sea, established by Presidential Proclamation, s apply. The Three Nautical Mile Line, previously identified as the ritorial sea, is retained as it continues to depict the jurisdictional rws. The 9-nautical mile Natural Resource Boundary off the Gulf coast and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in ner limit of Federal fisheries jurisdiction and the outer limit of the states. The 24-nautical mile Contiguous Zone and the 200-nautical onomic Zone were established by Presidential Proclamation. sity or the U.S. Supreme Court, these maritime limits are subject

POLLUTION REPORTS

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Mercator Projection
Scale 1:15,000 at Lat 34°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

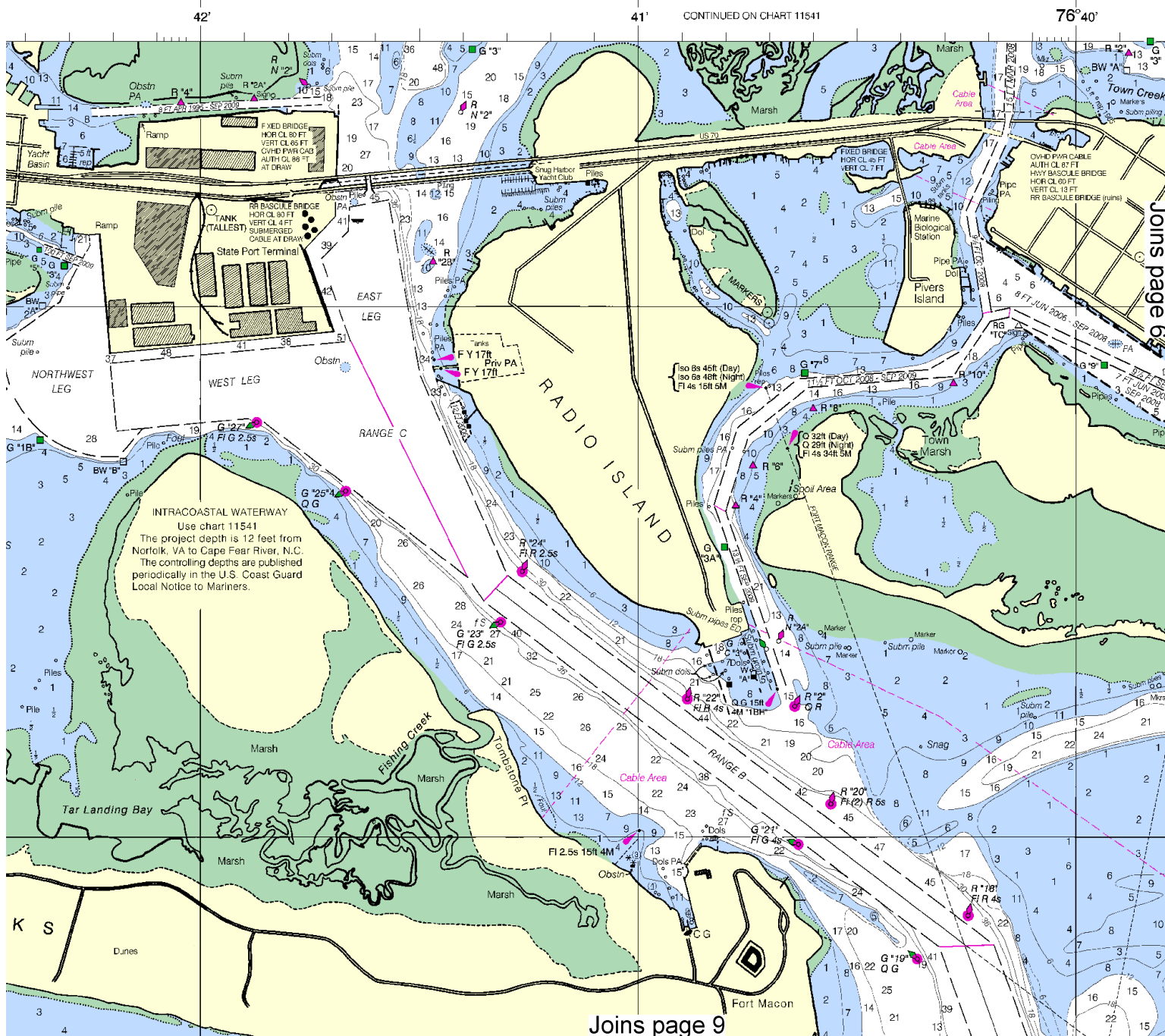
Formerly C&GS 423 1st ED., Dec 1967 D-1952-811 KAPP 511

SUPPLEMENTAL INFORM
Consult U.S. Coas: Pilot 4
supplemental information.

CAUTION
Improved channels shown by b
subject to shoaling, particularly at

WARNING
The prudent mariner will not
any single aid to navigation, p
floating aids. See U.S. Coast G
and U.S. Coast Pilot for details.

NDINGS IN FEET



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

MOREHEAD CITY HARBOR

Mercator Projection
Scale 1:15,000 at Lat 34°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
Formerly C&GS 423 1st Ed., Dec 1962 D-1952-811 KAPP 511



THE NATION'S CHARTMAKER SINCE 1807

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

National Response
Fast Guard facility

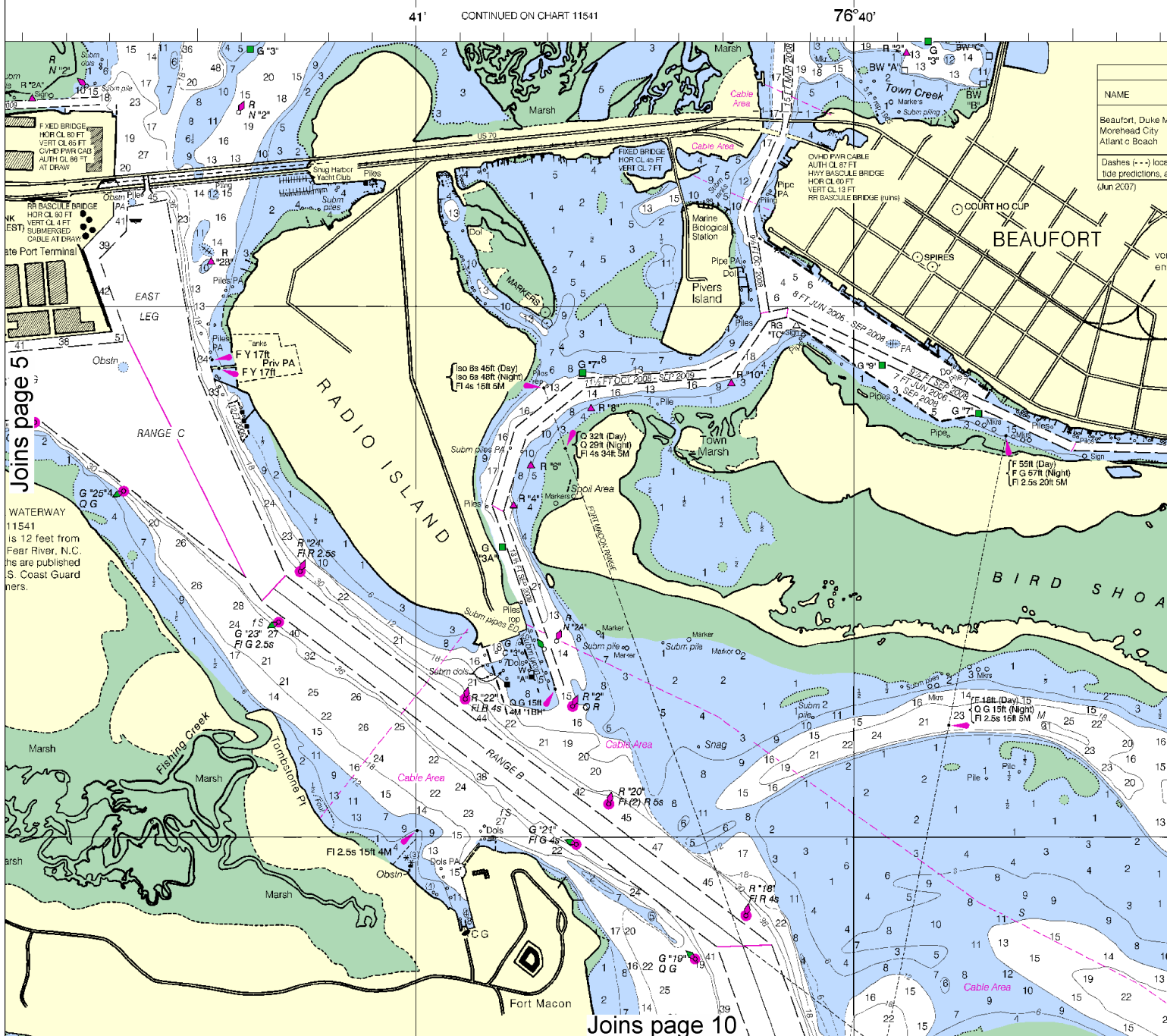
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NOAA WEATHER RADIO BROADCASTS

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Bern, NC KEC-84 162.40 MHz

AIDS TO NAVIGATION

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CAUTION

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RADAR REFLECTORS

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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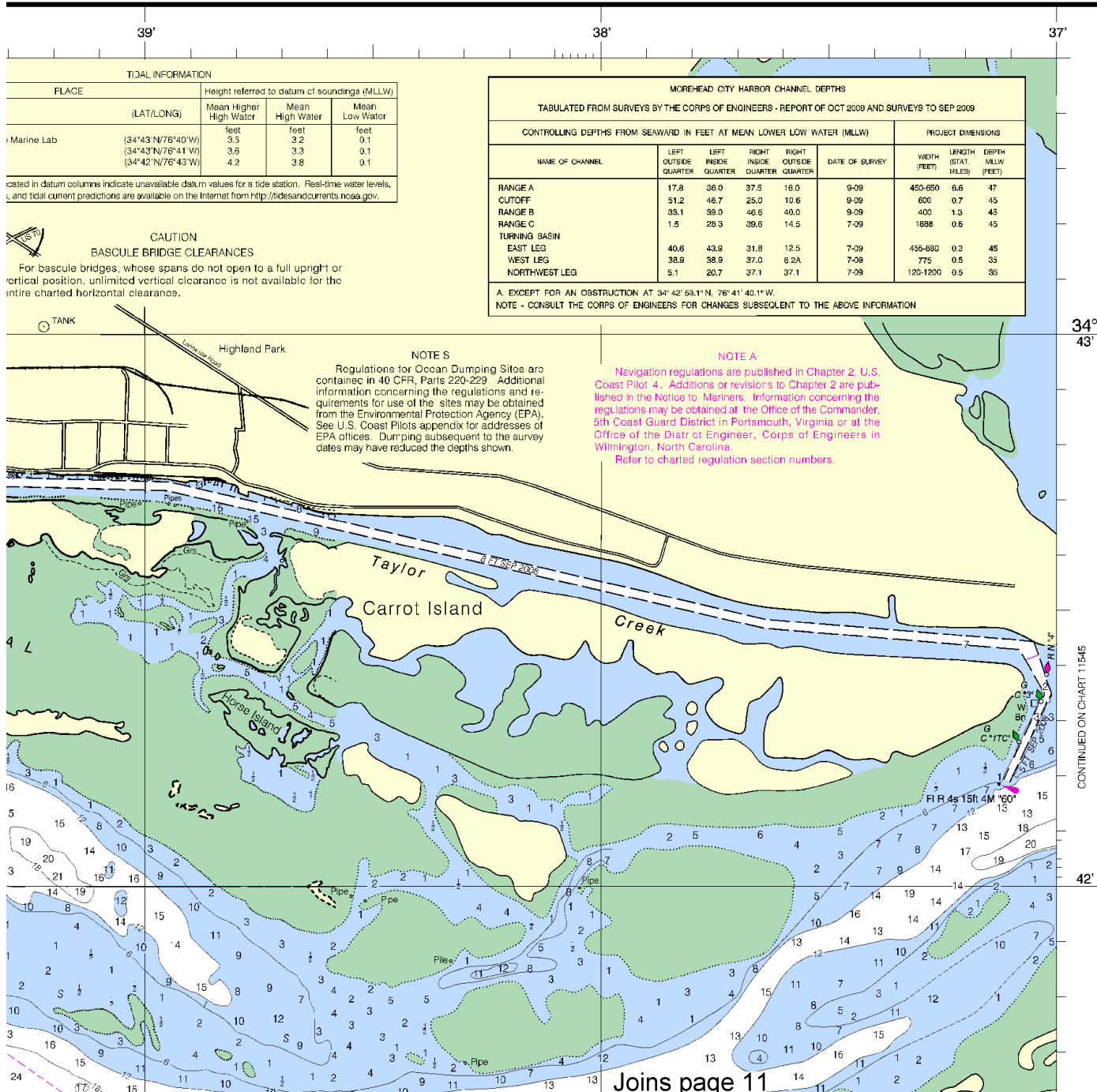
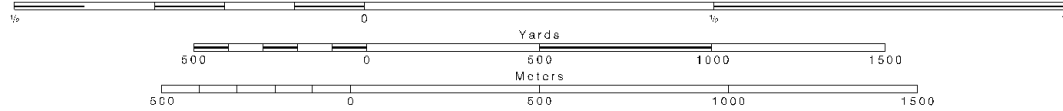
Station positions are shown thus:
 (Accurate location) (Approximate location)

HEIGHTS

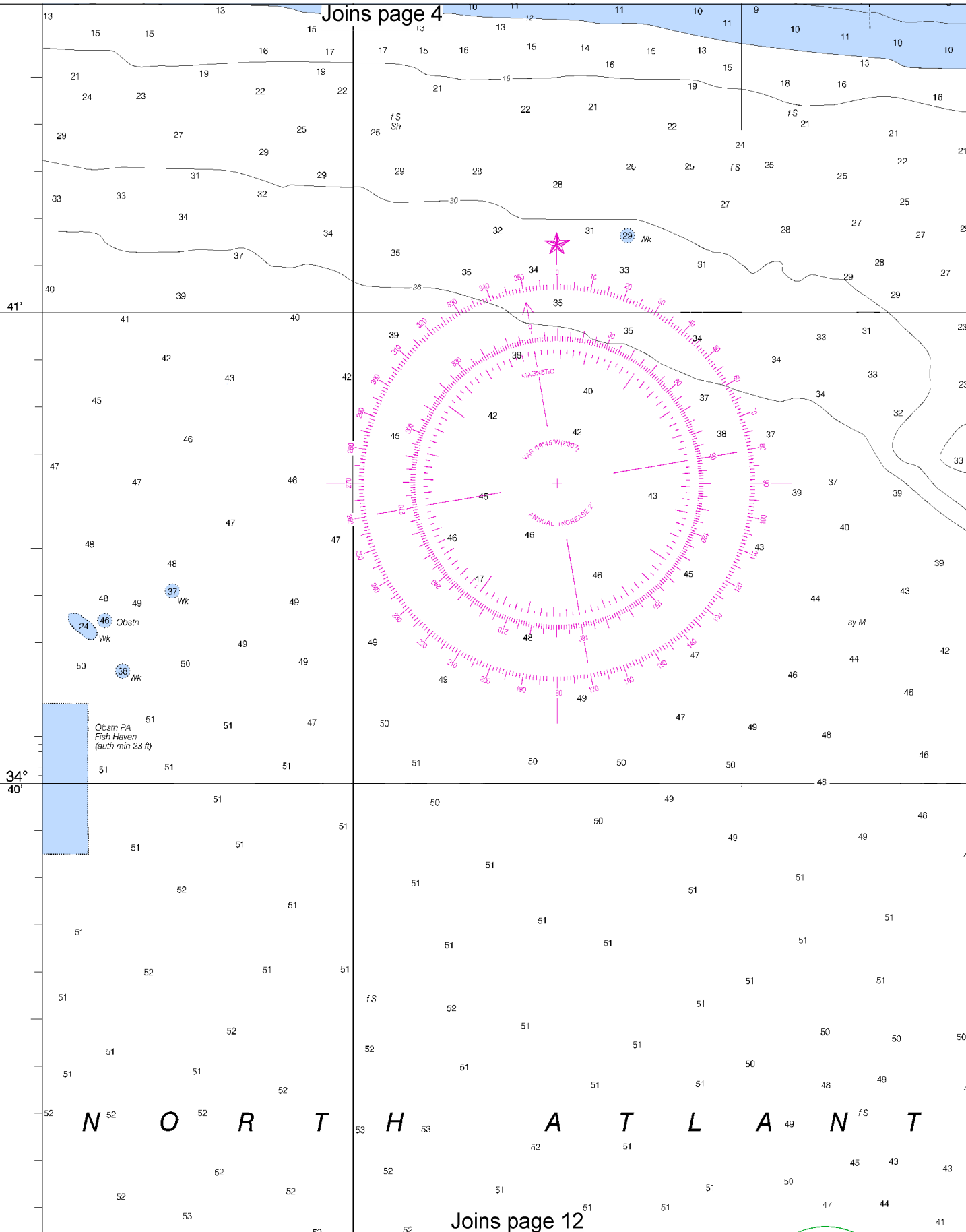
Heights in feet above Mean High Water.

SCALE 1:15,000

Nautical Miles



Joins page 4



Joins page 12

8

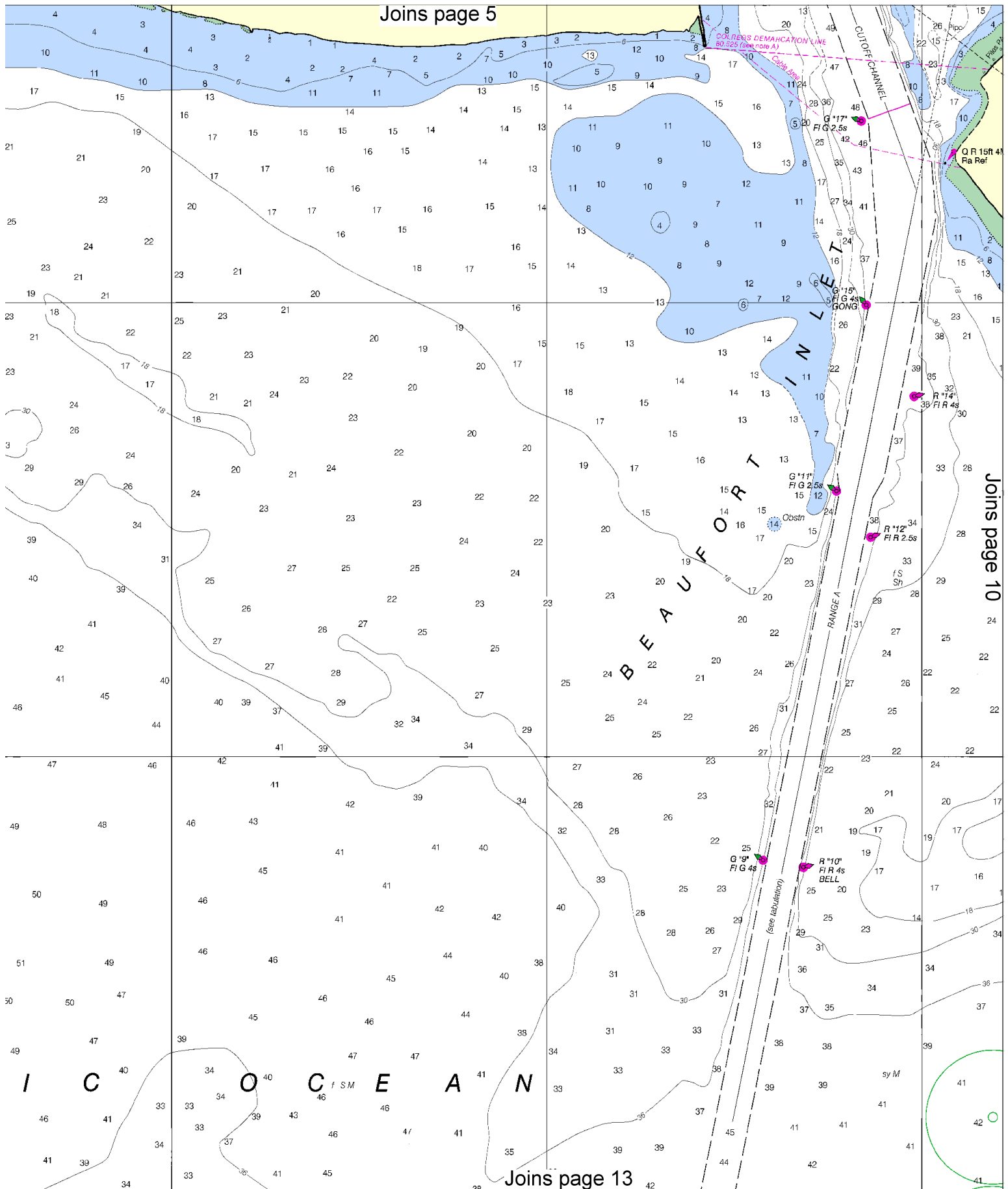


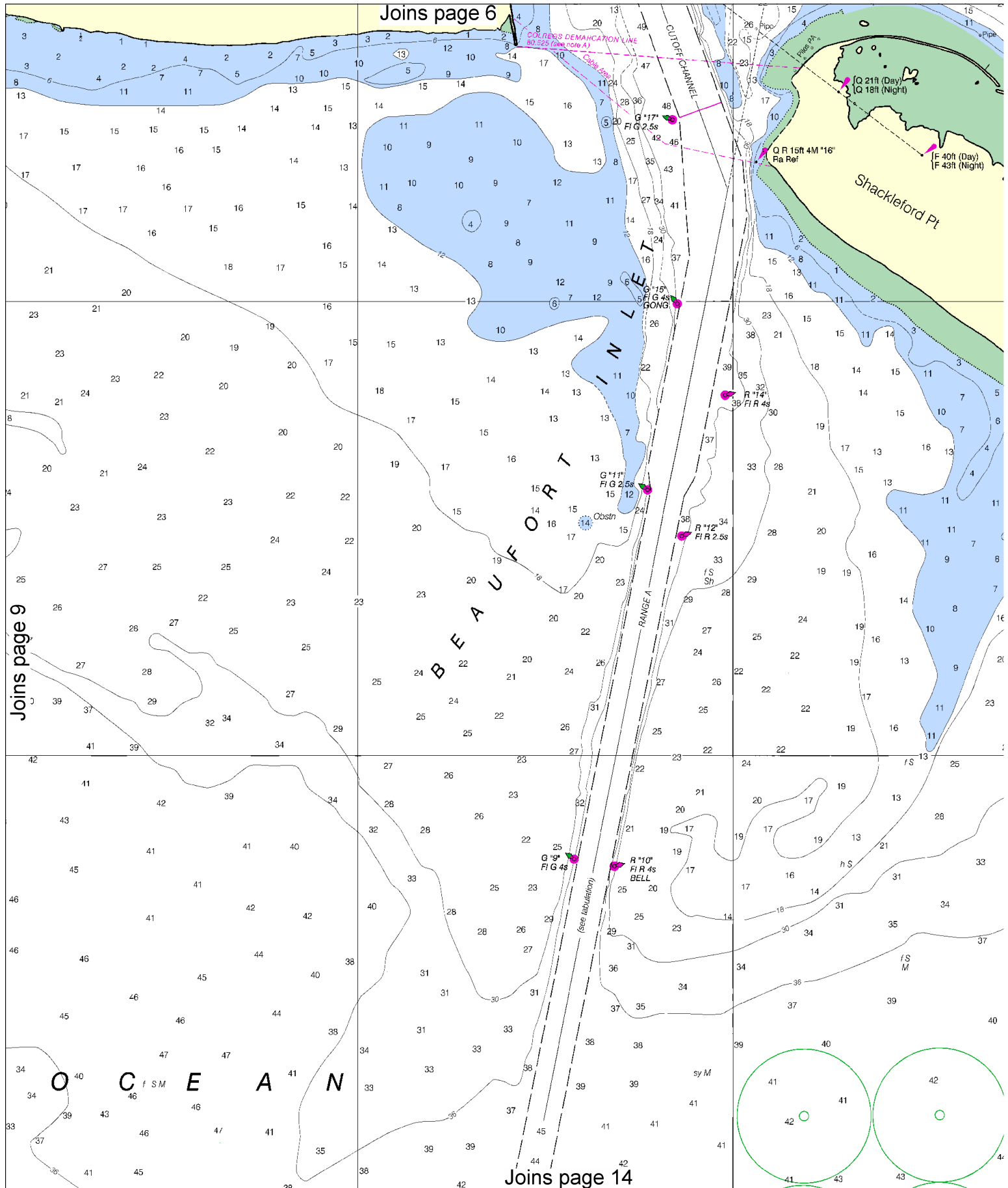
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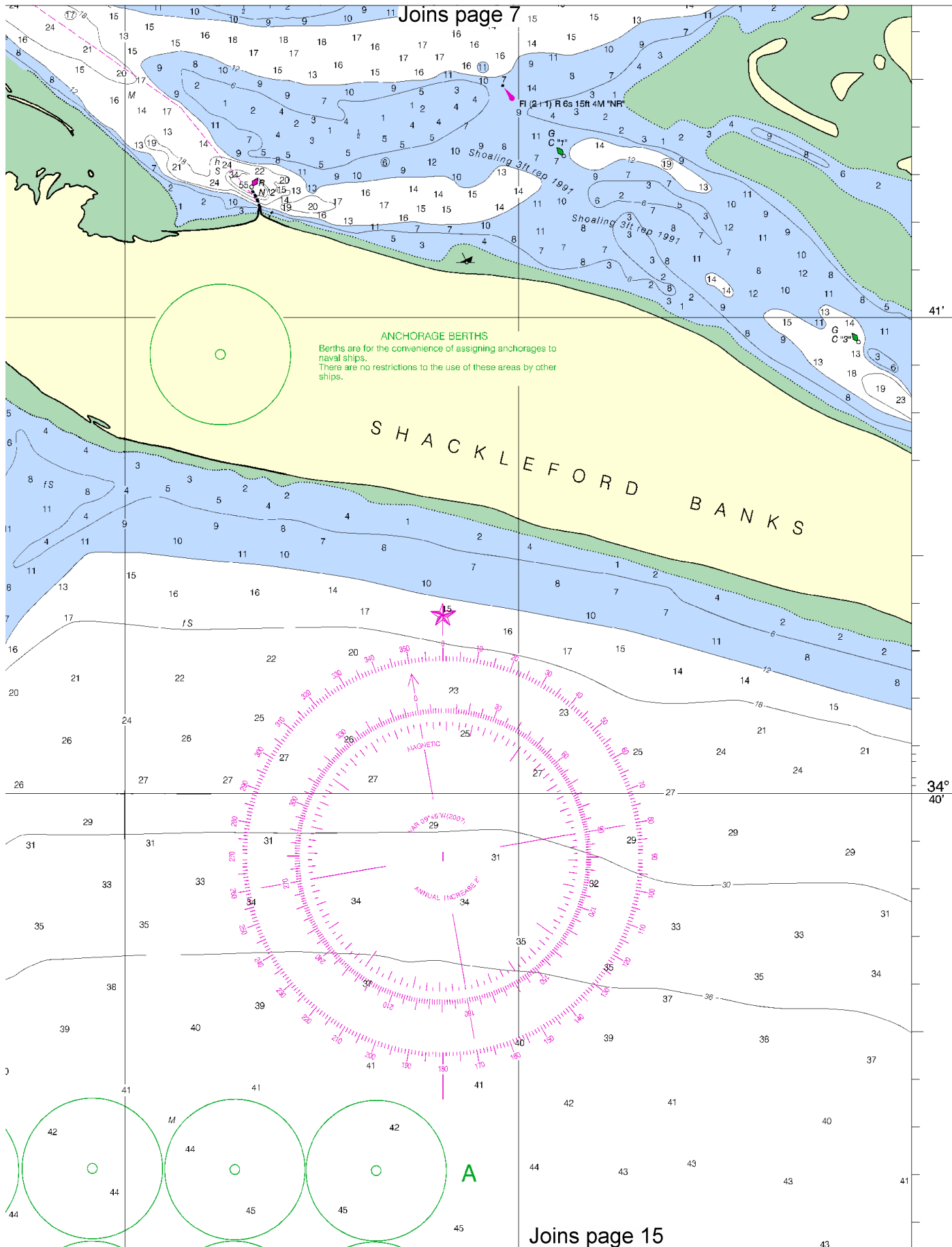
SCALE 1:15,000
Nautical Miles

See Note on page 5.







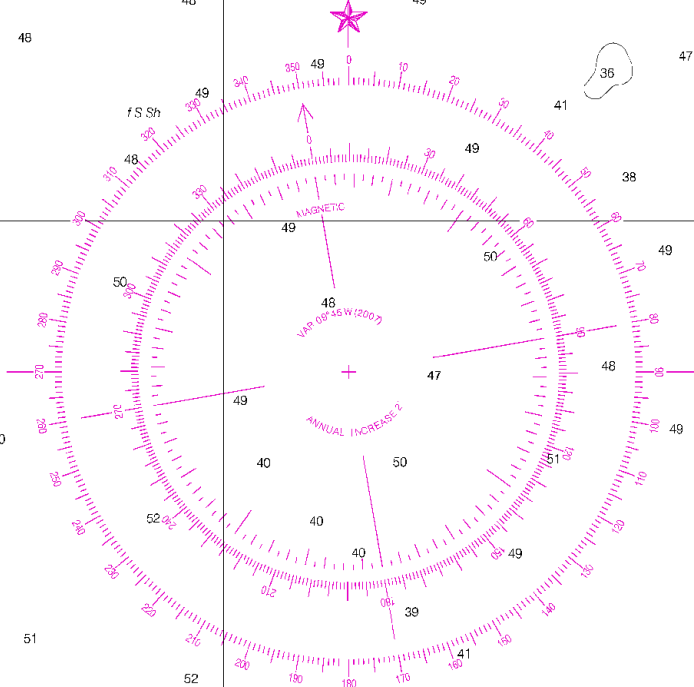


39'

38'

34°
37'

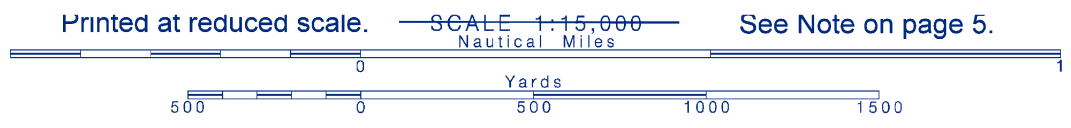
THREE NAUTICAL MILE LINE (see note X)

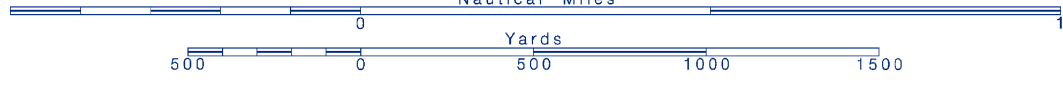
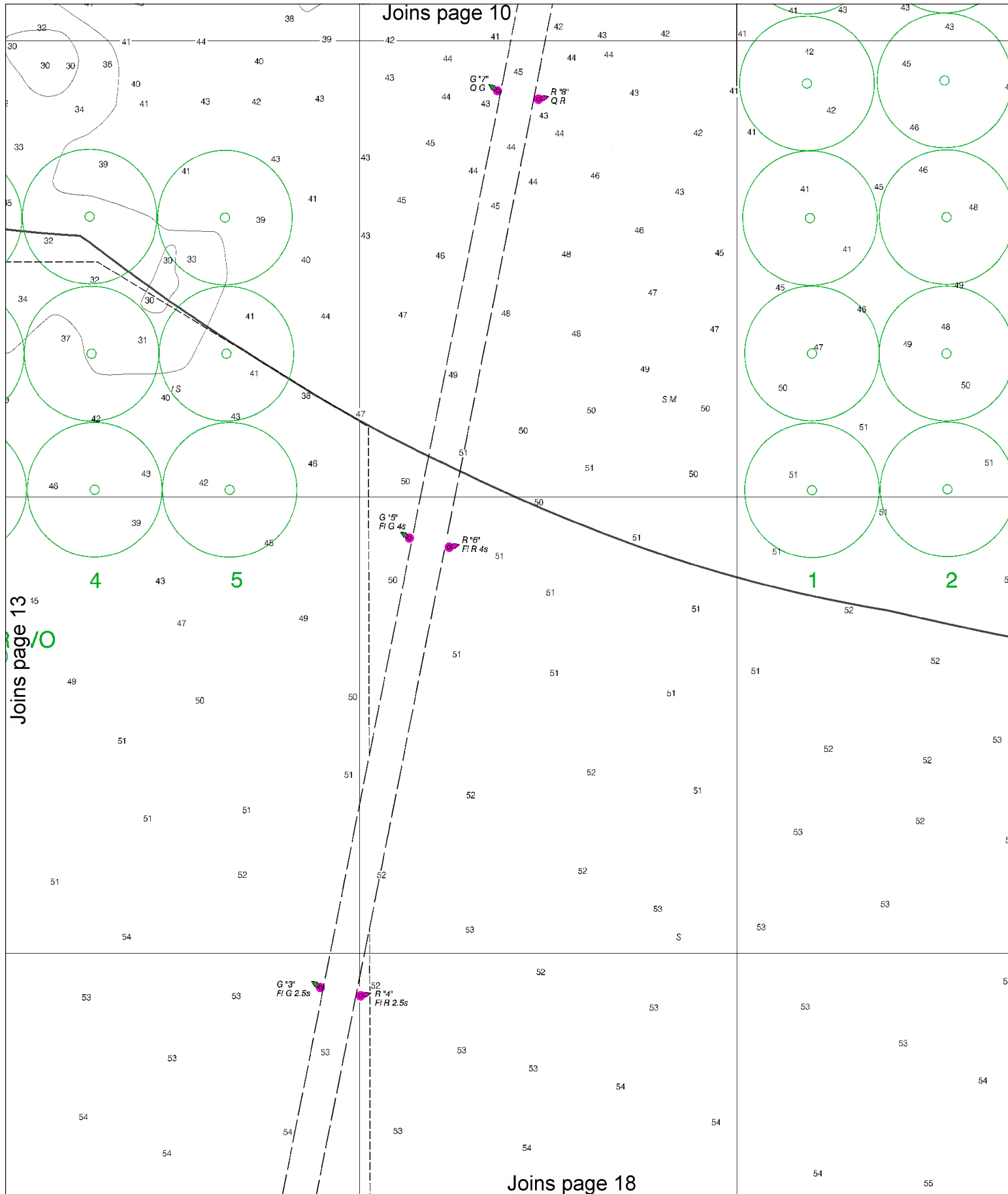


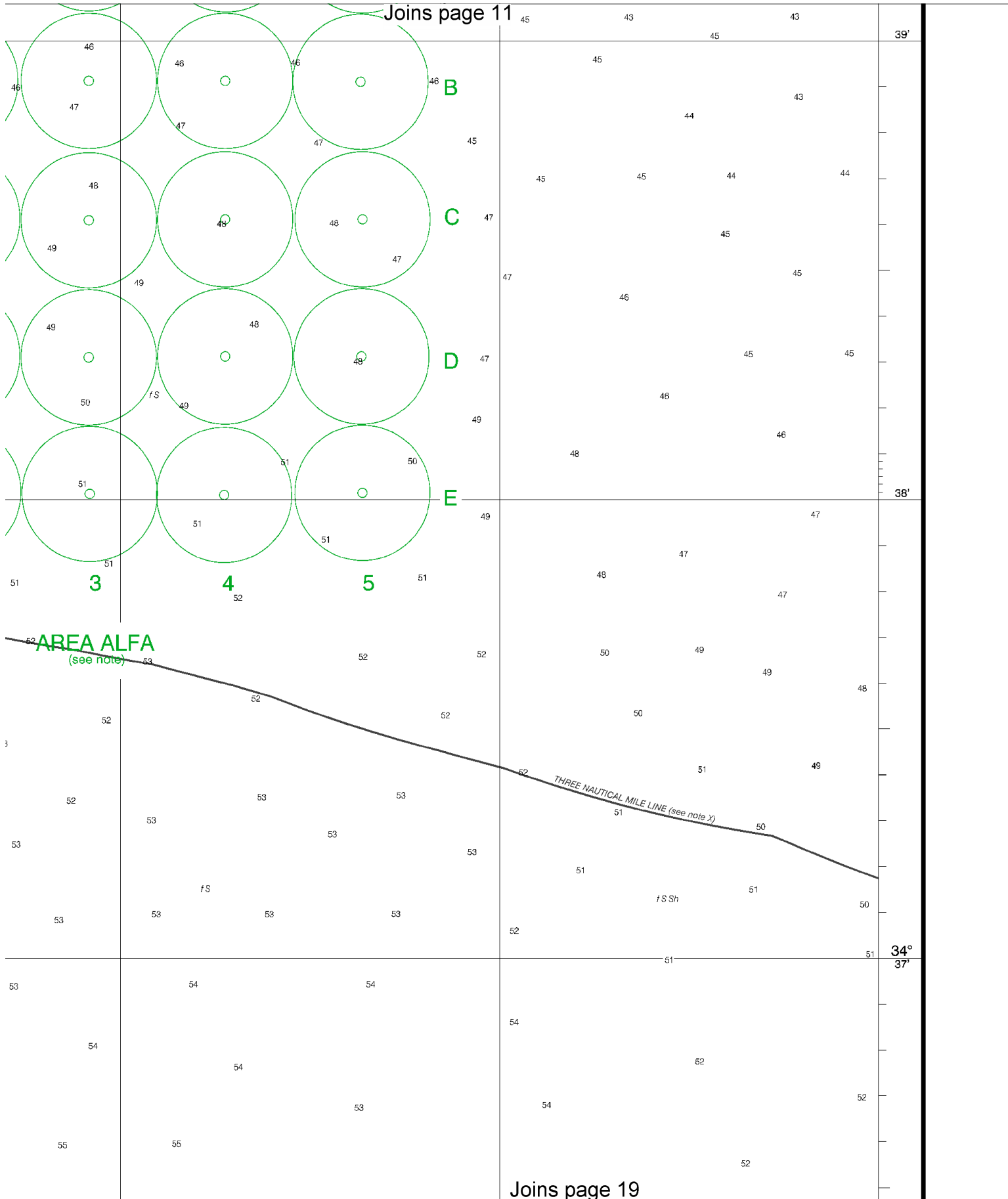
Dump Site
(dredged material)
(see note S)
Depths from surveys of 1998 - 2006

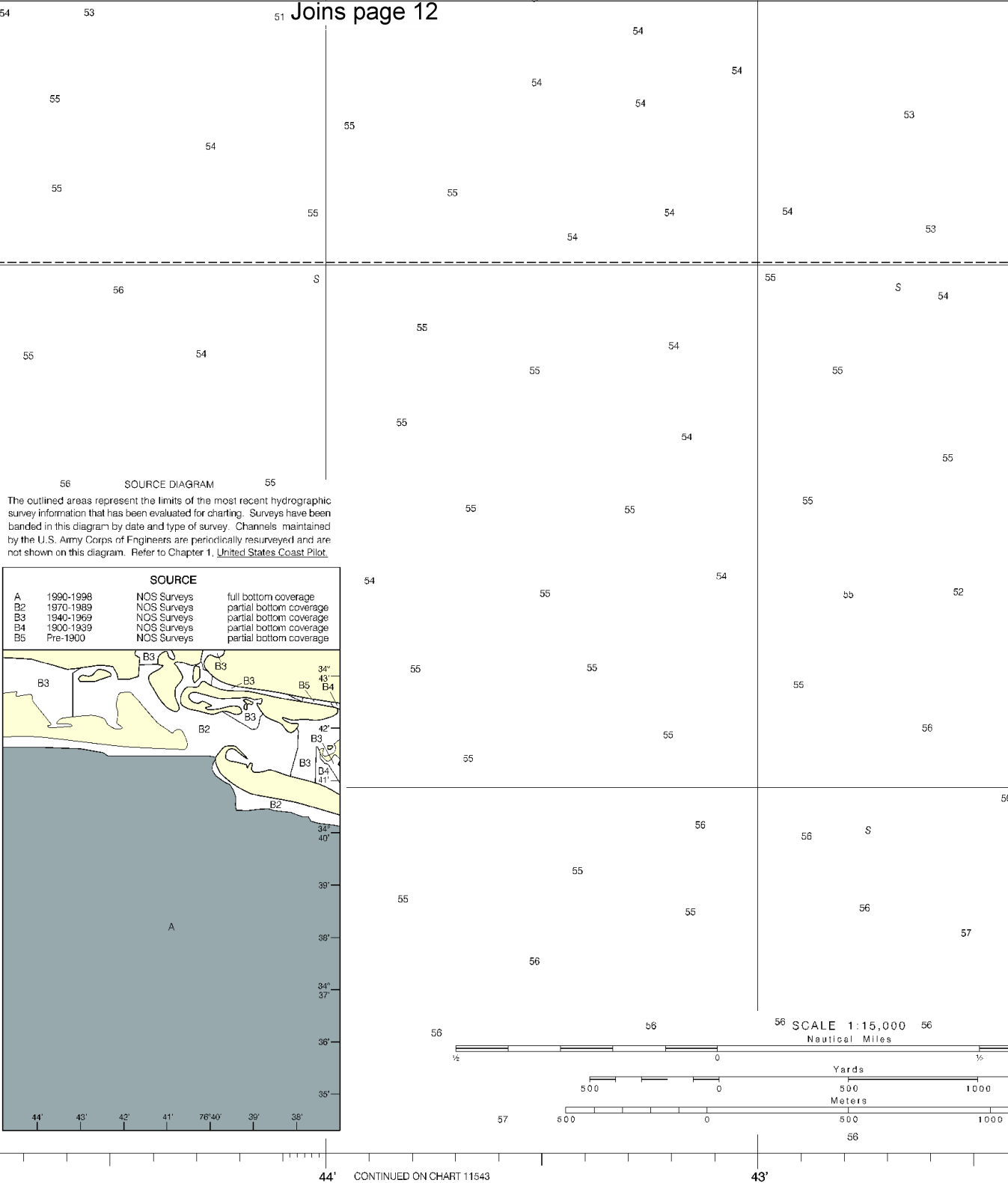
Joins page 16

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The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

37th Ed., Aug. / 07 ■ Corrected through NM Aug. 18/07
Corrected through LNM Aug. 7/07

11547

CAUTION

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This nautical chart has been designed to promote safe n Ocean Service encourages users to submit corrections, add improving this chart to the Chief, Marine Chart Division (N. Service, NOAA, Silver Spring, Maryland 20910-3282.

16

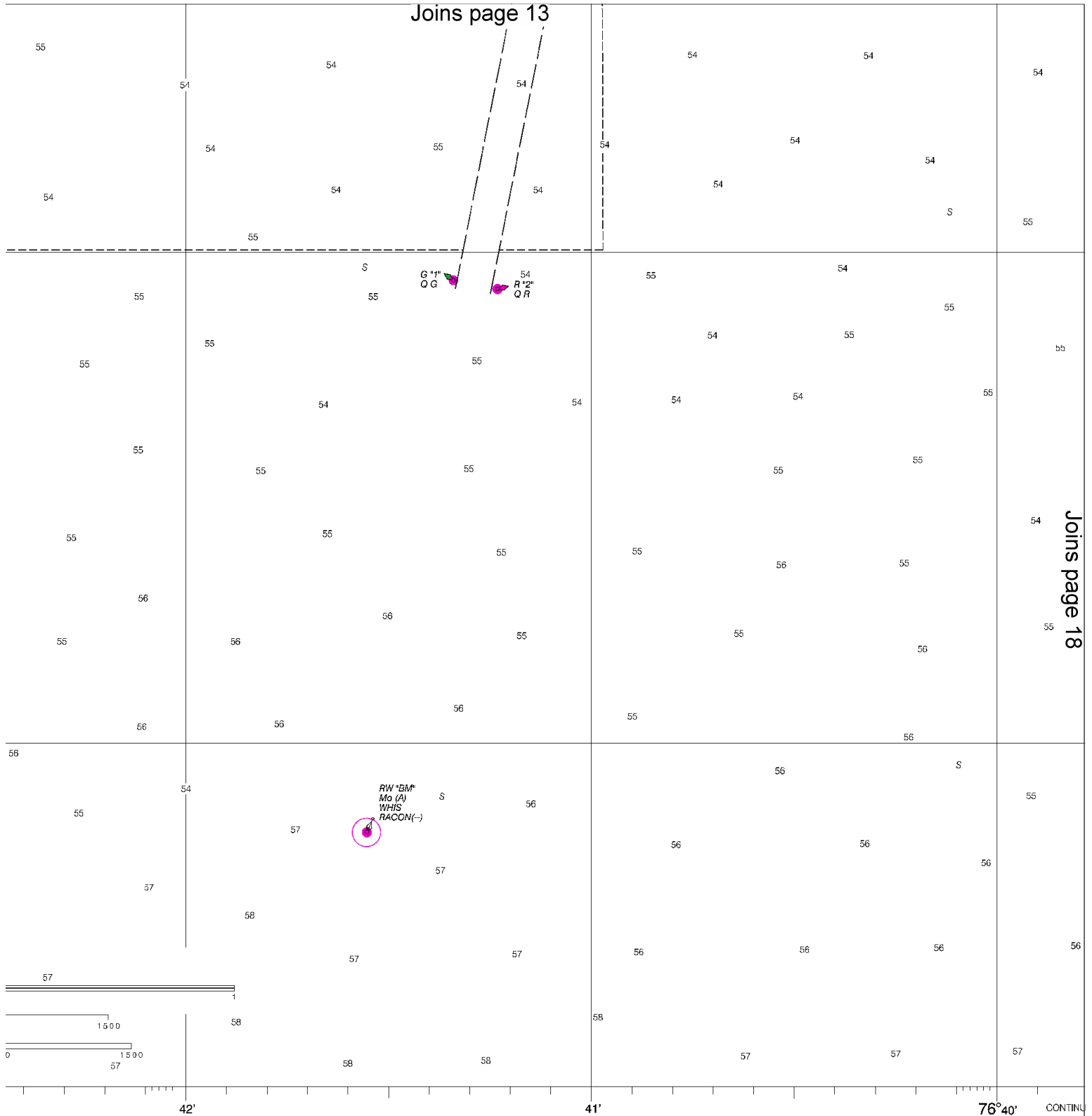


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



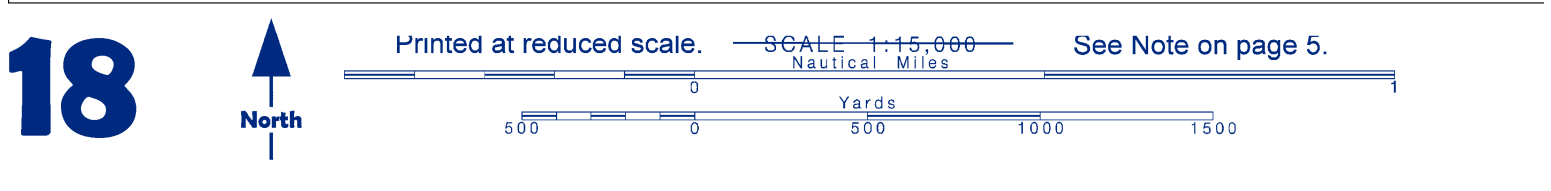
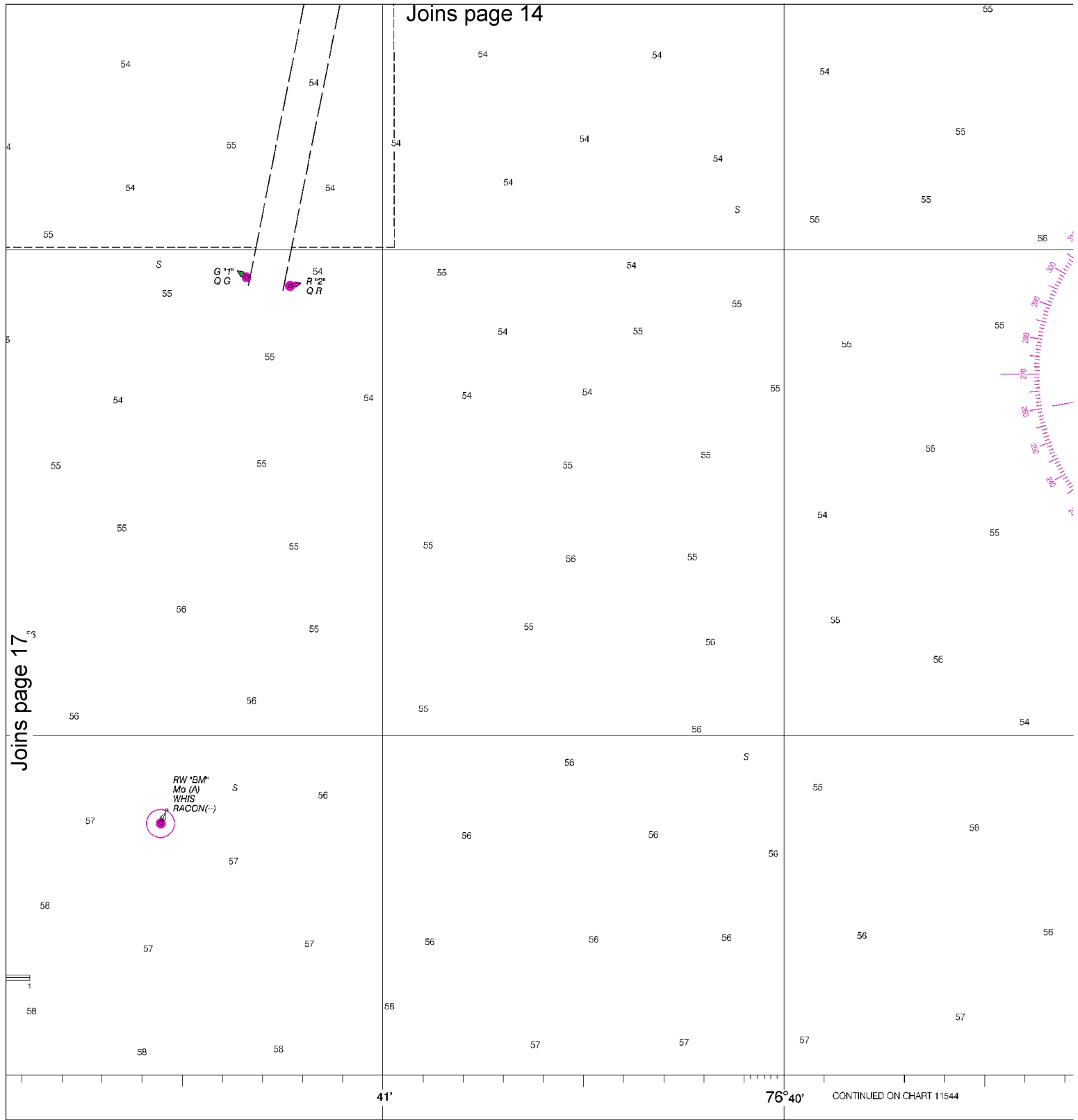


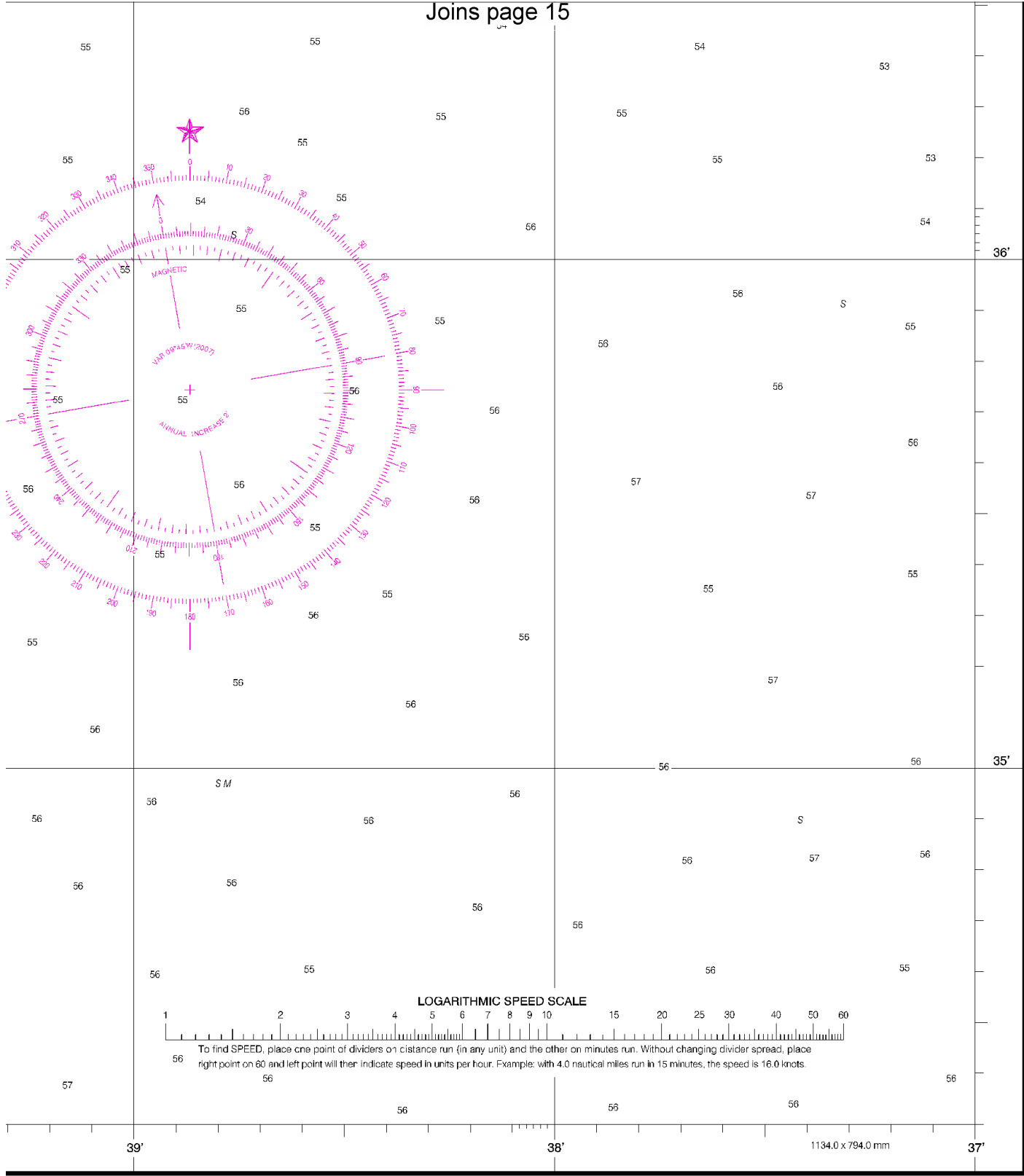
Navigation. The National Editions, or comments for (N/CS2), National Ocean

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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS





ED. NO. 37



NSN 7642014010173
NGA REFERENCE NO. 11AHA11547

THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Morehead City Harbor
SOUNDINGS IN FEET - SCALE 1:15,000

11547

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Swansboro – 919-354-2719/2462

Coast Guard Fort Macon – 252-247-4583

Coast Guard Ocracoke – 919-928-3711/4731

NC Wildlife Resources Commission – 800-662-7137

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENC[®]s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC[®]s comply with standards of the International Hydrographic Organization. ENC[®]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNC[™]s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC[™]s comply with standards of the International Hydrographic Organization. RNC[™]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.